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#### SHIPPERS FIGHT RAILROADS.

THE AMERICAN SHIPPERS' association has been formed to resist and to prevent, if possible, the use by the railroads of a new form of bill of lading which practically adds 20 per cent to all freight rates. The bill of proportion of automobiles that finish rate directly by 20 per cent, or by any per cent. It merely provides that shippers must release the carriers from all responsibility for lost or damaged goods unless the carriers pay an extra 20 per cent in freight by way of insur-

It is quite apparent that shippers cannot afford to sign an absolute release of the carriers. To do that would be to assume a risk that should not be placed upon them. The only alternative, if the new bill of lading is insisted upon, is to pay the extra 20 per cent. This means that it will cost one-fifth more to get goods into a given terri-It means, further, that in the end the consumer will be required to foot the bills, if the railread companies treat all shippers alike.

There is another side to the question -the railroad side. Figures are presented by one road, and they may be regarded as representative of other lines, to show that claims for losses by shippers have increased out of all proportion to the increase in business. Many of these claims, it is asserted, are fraudulent. Unprincipled shippers frequently compel the companies to pay them damages for which the companies should not be held liable. The siness of handling railway freights I times, and it is claimed that so many shippers were conscientious. Therefore the 20 per cent bill of lading.

In other words, the railroads propose to make the honest shippers pay for ly unfair one. The average railroad is ly hard fighters. They find many ways These leases expire next year. of discouraging lawsuits against themselves. Nobody that is honest wants railroads. From the time of the first them to be victimized, and against the railroad building in the country up to dishonest they should be able to pro- forty years ago the lines were all built tect themselves. This, too, without by the government or by the aid of wringing a defense fund from men government concessions. Operation, in without whose patronage they could

## HOT WEATHER RULES.

THE HEALTH COMMISSIONER of New York City, Dr. Darlington, has promulgated a set of rules for the dwellers in the great metropolis. The dog days are approaching and Dr. Darlington's rules may be of interest in Salt Lake. We present them herewith in the hope that local sufferers may be benefited. Dr. Darlington says:

Be hopeful and cheerful; the disease nay be cured, but it will take some time. Do not kiss anyone upon the mouth. Shave your beard, or wear it closely

Keep at least one window open in your

hed room.

Keep feet dry and warm.

Never run nor la. heavy weights.

Never take any kind of walking, breathing or other exercises when you are tired.

Go to bed early and sleep at least eight hours. Take a warm bath once a week.

Every rule in the list is surely easy to follow; that is, if you have nothing is expected within the next few months. Else to think about. The second rule is Whether the government, with new specially easy, provided she isn't willing to be kissed. But suppose she puts ter rolling stock and facilities, will be her red, pouting lips-they are always able to make a success now where failared and pouting-in close proximity to ures have been recorded before, reyours and invites you to kiss them. Are mains to be seen. Other European you going to refuse just because some | countries have operated railways sucmeasly health commissioner says it is cessfully. There seems to be little rea wrong to do any kissing in hot weath- son why Italy should not do as well

Of course men and women who are employed in offices, stores and factories can spend practically all of their time in the open sir. Hardly any one is Editor Henry Watterson wrote poetry injunction to keep at least one bedroom our Republican colleagues will go to window open seems hardly necessary. If we had a dozen bedroom windows and usefulness. most of us would keep all of them open

these summer nights. Rule 8 is another easy one. Nobody is obliged to run or to lift heavy is denied by both Mr. Davis and the weights in the summer time. Oh, no. sweetheart. Thus another good story The business of running and lifting is is spoiled. It seems a pity, too, that always carefully kept for the good old Mr. Davis didn't wait until the close winter time, except among candidates of the campaign before denying the for office, and they are not entitled to story. All the world loves a lover, even any sympathy. Don't walk when you if he is in the octogenarian class. are tired. Don't even breathe when you are tired. Sleep at least eight hours every night and be both happy and comfortable during the hot weather. If you think you can't follow these simple directions you really deserve to

From Delaware comes the report that "Gas" Addicks has sold a mine for \$6,000,000. Possibly he knew he was his last statement to the effect that in our bones that he's going to accept. he would surely be elected United States senator at no distant date. With \$6,000,000 Adilcks ought to be able to New York City. Every effort is being work his will with the Delaware leg-

#### THE GREATEST AUTO RUN,

DERHAPS NINE ADULT Americans

DAILY AND SUNDAY-One month, \$5 cents; three months, \$2.50; one year, \$10.00. SUNDAY-One year, \$2.00. SUNDAY-One year, \$2.00. SEMI-WEEKLY-(in advance), one year, \$1.50; six months, 75c.

Kansas City—Coates house.

Omaha—Miliard hotel; Globe News Co.:

Megeath Stationery Co.
Denver—Brown Palace; Hamilton & Kendrick; Pratt Book Store.
San Francisco—Palace hotel; N. Wheat-ley News Depot.
Portland, Ore.—Portland shotel.
Los Angeles—Oliver & Haines.
Minneapolis—West hotel.
St. Louis—The Planters; the Southern
Building.
But all of the roads are not good, by

lading does not, of course, increase the the present run to the number that he minds of some people.

For our own part, we believe the automobile is a fixture. That it is absolutely dependable as constructed today cannot be said with truth. After all, though, it is as dependable as the ordinary horse-drawn vehicle. For horses run away, the best wagons and buggies and carriages break down, the best harness falls inexplicably to pieces. When we remember the short period that has elapsed since the first clumsy, untractable, utterly unreliable automobile was turned out and compare the original machine with the trim, elegant ones of today, we cannot fail to marvel at the wenderful progress that has been made. The day is not as far distant as some observers think when automobiles will be far more common than horse-drawn vehicles, when they will be within the reach of all who can now afford a horse and buggy.

### ITALIAN RAILWAYS.

IT IS ENTIRELY PROBABLE that next year the Italian government has been reduced to a science in these will take over once more the operation of its railways. Government operation damage claims would impossible if all of railways in Italy has not been an unqualified success, as previous experiments have demonstrated, but the important commercial bodies, having observed the workings of both systems, the rascals. The plan seems a decided- are convinced that government operation, though bad, is a shade better than not a puny, feeble, helpless corporation.

As a usual thing it has ample financial backing and the best legal talent money are owned outright by the government can procure. Railroads are notorious- and leased to private corporations.

> Italy has tried various plans with her every case, however, was by the government. Then the roads were conducted on a leasing basis, 50 per cent of the gross receipts being turned over to the government. In 1865, having become weary of direct ownership, the government sold all of its roads outright. Three years later they were repurchased and leased to private corporations for ten years.

At the end of that period the government once more took over the operation and continued it with varying success for seven years. Then they were again given into the hands of private parties. For nineteen years this last rule has been in force. Now the protest against Wash hands thoroughly and clean fin-ger nails before eating.
Stay in the open air as much as you of commerce and other organizations have petitioned for the restoration of government management and, as has been stated, it is quite likely that the change will be made. A parliamentary investigation into the subject is now being made. Arguments on both sides are being heard and a definite decision Whether the government, with new methods of railroad management, bet-

as the rest. A most unkind contemporary has

just been scratching around in ancient compelled to remain in store, office or some forty-one years ago. Worse, the factory more than fourteen or fifteen fact has been published. It does beat be spent right out in the open air. The all to see the length to which some of destroy an able Democrat's influence

> The report that Henry G. Davis was soon to wed a sweetheart of his youth.

It is to be hoped that nobody will be so unkind as to suggest that President Roosevelt edited Mr. Cannon's notification speech. But maybe he did, maybe he did; you can never tell what our strenuous president will do, you

The burning question of the hour now is as to whether or not Judge Parker going to make that deal when he made will accept. Somehow or other we feel

> A liquor show is to be held soon in made to prevent Carrie Nation from hearing about it.

## COMMUNICATED.

Partisanship.

DEBHAPS NINE ADULT Americans out of ten either own an automobile or expect to 6 wa one some day. Therefore the interest in the great run that has been started from New York and Boston to St. Louis, will be keen and widespread. This is without doubt the most important automobile event that has even been attempted in the United States. Something like 500 automobiles, recruited in New York, Boston, Buffalo, Cleveland, Toledo, L'etroit and Chicago will start or have ready started. Nothing approximating this number have ever been seen in a single parade.

It must not be understood that the country. They are not. Instead, their occupants are merely touring. When it is stated that the longest day's run, from Cleveland to Toledo, where the roads are said to be exceptionally fine, its only 113 miles, it becomes apparent that the run is really and truly but a jaunt. Given first-class roads an ordinary automobile should be good for at least eighteen miles an hour with perfect safety. At this rate it will be seen that the longest day's run, from cleveland to Toledo, where the roads are not good, by any means. Along some of them the mud will be up to the hubs, and it is there that the real tests of the mud will be up to the hubs, and it is there that the real tests of the mud will be up to the hubs, and it is there that the real tests of the mud will be up to the hubs, and it is there that the real tests of the mud will be up to the hubs, and it is there that the real tests of the mud will be up to the hubs, and it is there that the real tests of the mud will be considered by many observers as evidence of the reliability or unregability of automobiles generally.

But no matter what the results of the Boston-New York-St. Louis run may be, the question will not be generally. The endines are position. Citigens of skeptics in regard to the permanency and value of automobiles is still very large. And it is not confined entirely to those who do not own machines. The proportion of automobiles yellow the proportion of automobiles g

a big portion of the intellectuality of the party; it is a case of parting with brains.

The business as transacted by some of the conventions is but a series of mechanical operations. The delegate guesses what the sum total of the body's deliberations may be and speculates rightly. The party has its traditions, and policies are drafted accordingly. Nothing short of a formidable alliance of poor party men will jar the band wagon out of the rut, or administer a shock to the hide of the slow, plodding old elephant. Popular clamor may, once in a generation, cause the convention to experiment with a needed innovation, and so deviate an iota from the beaten path. An acquaintance with the ancient and shady may, at times, cast a halo about the even tenor of their way. The country's welfare may be side-tracked so the prestige of the Darty may thrive. The power to propagate the political faith may be submitted to the musings of one or more men, or it may be nurtured in the crucible of a monetary or other influence. The platform may have many a "cut and dried" plank, but may rely for stability upon an appeal to political prefuide; upon a mustering together of the clan by a frequent rendition of the slogan, "Stand pat!" The thoughts deemed worthy of acceptance have already the impress of the party's branding iron. A certain method of reasoning permeates all the meetings; any other system is discowned.

No genuine enthusiasm can be generated by a mechanical apparatus, hence lack of public interest in many a convention, Free play of originality, liberty of personal opinion, a parading of honest belief, wiil build up an interest. A fight in which the fittest will survive will alone tell of good accomplished. Men, not machinery are really needed. The ability to "stand pat" has often been the sole recommendation for a party's success.

JOSEPH ROGERS,

dation for a party's success,
JOSEPH ROGERS,
52 East First South.

Provo Mayor's Position.

Provo Mayor's Position.

To The Sait Lake Herald:
In last Sunday's Tribune a Provo Republican took Mayor Roylance to task,
"For doing those things that he ought not to have done, and leaving undone that which he ought to have done; and there is no helping him, poor miserable sinner."

Republican complains of the mayor for signing the ordinance granting to Reed Smoot. C. E. Loose, Jesse Knight, S. R. Thurman and Havercamp, a franchise for a through line of an electric railway on the streets of Provo for 100 years. This is not a street railway system by any means.

the streets of Provo for 100 years. This is not a street railway system by any means.

Suppose for instance the Moffat road should enter Utah valley by way of Springville canyon, would there be any objection to its having a right of way through Provo to Sait Lake City? On the contrary, the citizens would be offering inducements for it to come our way. How inconsistent this Republican must be to raise objections to a project in which a Republican United States senator and a state senator were the head and front, and to which the entire membership of the Provo Commercial club assented! Had Mayor Roylance refused his signature would not this Republican nave called the mayor an obstructionist? If there would be no objection to a railway with heavy steam locomotives passing through our city, why object to a suburban electric road running through the state from Logan in Cache county, to Payson in Utah county?

And now for the objection the Republican offers to the mayor vetoing the bill of the city council, raising the tax levy to 14 mills. Does not the Provo mayor's action in this respect show most conclusively that he had the taxpayers' interest at heart, when he refused his assent to such an exhorbitant assessment as 14 mills, which makes Provo beyond doubt the highest taxed city in the state?

The Republican may grown at this, but the great bulk of the taxpayers' interest at heart, when he refused his assent to such an exhorbitant assessment as 14 mills, which makes Provo beyond doubt the highest taxed city in the state?

The Republican may grown at this, but the great bulk of the taxpayers will appland it. It shows very plainly to reflective minds that the mayor is not in favor of placing a sort of prohibition on the sale and exchange of real estate in Provo which such high taxation virtually means.

Under these conditions we are of the oninion that the live, active, and pro-

ally means.

Under these conditions we are of the opinion that the live, active, and progressive mayor of Provo could fill with credit any position of honor in the state, even if it should be governor, for while he would not be parsimonlous in his methods, he would not be prominent for expensiveness or extravagance.

"DEM."

MAGAZINES FOR AUGUST.

LESLIE'S.—Ralph Connor begins a new novel. "The Prospector." in the August Fiction number of Leslie's Monthly Magazine, and the first chapters promise a better story than either "The Sky Pilot" or "Black Rock." There are eleven other stories in this number, by such people as George Hibbard. Henry C. Rowland, Alice MacGowan, Holman F. Day, H. I. Greene and Rex E. Beach, and they cover nearly every variety of up-to-data fiction.

fiction.

J. Adam Bede, the humorist of the house of representatives, has a most amusing article on "The Spellbinders," whom we all expect to listen to during the next fe wmonths, in which he tells a number of good stories.

Other attractive features are presented which bring the magazine up to its usual high standard.

PEARSON'S.—The August number of this magazine has more than usual of light reading. A new serial, "Dr. Nicholas Stone," opens attractively. It is a detective story and promises to be full of action and of human interest. Other contributors are the Duke of Argyll, Norman Duncan, K. and Hesketh Prichard, A. Sarath Kamar-Ghosh, Albert Bigelow Paine, Dr. Cyrus Townsend Brady, General Eugene A. Carr. The illustrations are good and in large number.

are good and in large number.

THE CENTURY.—The mldsummer holiday number of the Century promises great riches pictorially. In this issue will be seen ten views of the St. Louis exposition made by Andre Castaigne, whose pictures for the Century of the Chicago. Parls and puffalo expositions are well remembered. The eight color plates of the number will include four of Maxfield Parrish's Italian villa scenes, two Bermuda submarine scenes by Knight, a view of one of the Utah natural bridges, and, for frontispiece, "The New Game," by Miss Betts, who drew "The Easter Bonnet." Other contributors of drawings are Charlotte Harding W. J. Aylward F. C. Yohn, Florence Scovel Shinn, Sydney Adamson, Arthur I. Keller, John Cassel, Orson Lowell, Frederic Dorr Steele and Ctto Lang.

AINSLEE'S.—The August Ainslee's contains, among other interesting features. tains, among other interesting features, an exceedingly elever and witty story by Emily Post, daughter of the late Bruce

price. The story, which is the complete novelette of the number, is entitled "The Fight of a Moth." There are a number of stories, with the scenes laid at American summer resorts, and also a most dramatic bit of fiction, entitled "The Rajan and Lady Alchester." by Katherine C. Thurston author of "The Masqueradier" and "The Circle." Alan Dale contributes an extraordinary article on the modern Paris playhouses, and a well known St. Louis society leader tells in a timely article of the social side of St. Louis, in addition, there are stories by E. F. Benson, Holman F. Day and Mary B. Mullett, and a poem by Helen Hay Waitney, daughter of Secretary of State Hay. (Ainslee Magazine company, New York. 15 cents.)

Lakes," by Hugo Erichsen.

SUCCESS.—The table of contents presented by this magazine is certainly an appetizing one. The contributors for this number include such well known names as Vance Thompson. S. M. Gilliland. Roy Farrell Greene, L. Du Pont Syle, Elliott Flower, Harvey J. O'Higgins, Channeey Thomas, Orson Sweet Marden, H. S. Cooper, Joseph A. Altsheler, Martin M. Foss, Alfred J. Waterhouse, Shinzo Mura Kami, C. Arthur Williams, Gairrett P. Serviss, "People We Read About" is a series of short sketches of notable people, Liustrated with half-tone reproductions of photographs.

SCRIBNER'S.—For many years the August number of this manazine has been the fiction number, noted for its selection of the best short stories obtainable with the most beautiful and elaborate illustration in color and in black and white. The issue of this year contains short stories by Rudyard Kipling, Edith Wharton, Thomas Nelson Page, Josephine Daskam Bacon and others; seriais by Robert Grant and Nelson Lloyd; poems by Henry Van Dyke, John Finley and E. S. Martin, Certainly no more distinguished list of writers has appeared together in a single number of a magazine.

THE DELINEATOR+In addition to entertaining fiction for leisure hours, the August Delineator contains something for each of the practical needs of woman, Indress, the latest styles are depicted, with the aid of handsome colored plates and drawings in black and white, and the movements in fashions described. The kitchen, the table, the garden, run nursery, beside the lighter interests of woman, such as her trading, her clubs and other gamasements, are treated from various standpoints. The Literary features of the

THE SMART SET-The August Smart set is filled with interesting literature to while away the most teclous summer journey; the wise traveler, desiring to be insured against the duiness of a trip, will provide himself with "the magazine of cleverness."

THE WORLD TODAY—The August issue of this magazine has an abundant variety, for besides articles by such well known writers as Shadier Maticews, General Charles King, George E. Vincent. Arthur Gilman. Ernest Poole and Signund Krausz, it has "Newfoundland and Its Fishermen," by Day Allen Willey, "Sheep Herder vs. Cow Pupcher," by Henry E. Cope: "A Monument of the Future," by Frederick W. Coburn: "The Transformation of New England," by A. A. Berle, and "Traffic on the Great Lakes," by Hugo Erichsen.

SUCCESS.—The table of contents presented by this magazine is certainly an appetizing one. The contributors for this number include such well known names as Vance Thompson. S. M. Gilliland, Roy Farrell Greene, L. Du Pont Syle, Elliott Flower, Harvey J. O'Higgins, Channeey Thomas, Orson Sweet Marden, F. S. Cooper, Joseph A. Altsheler, Martin M. Foss, Alfred J. Waterhouse, Shinzo Mura Masson's oninjons of "A Summer Resort"

trials of an amateur autnor; and Ton Masson's opinions of "A Summer Resort teem with fun."

ATLANTIC MONTHLY.—The August Atlantic contains a powerful and instructive paper, which will surely attract attention and ereate discussion upon "Unpunished Commercial Crime" (the way of the rich men in eluding the law), written by George W. Alger, and an of the recent much talked of Atlantic paper on "Moral Overstrain." Other contributions of interest are by Bliss Perry, Daniel G. Mason, Martha Baker Dunn, David Stafr Jordan, Cornelius Wygant, The Ruskin letters are continued in this number and there is the usual splendid selection of short stories and literary papers.

Riddles.

## Budweiser's Greatest Triumph

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